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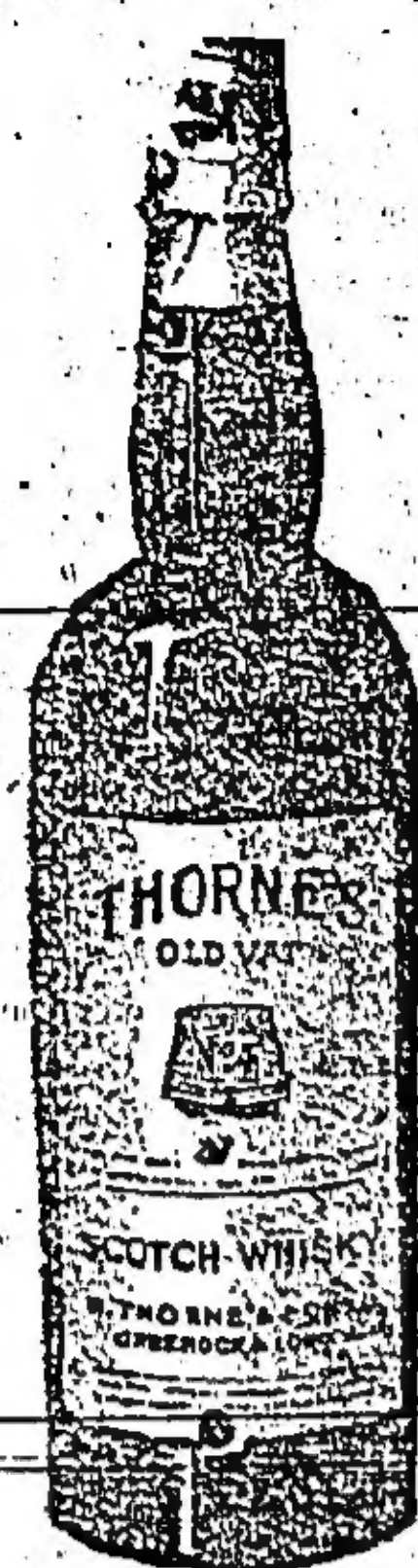
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HONGKONG, SATURDAY, FEBRUARY 11, 1911.

日三十月正年三統宣

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ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., C.M.G.  
T. F. Hough, Esq., C. J. Lafrentz, Esq.  
Hongkong, November 18 1909. 1424.

AT THE MAGISTRACY.

Mr Justice Macleod gave judgment for  
plaintiff in the Supreme Court this morning,  
in the case in which the Oriental Brewery  
Ltd., sued Francis Leung to recover \$212.93  
for goods sold and delivered.

A native with a withered arm was charged  
before Mr J. R. Wood for begging. It  
was stated that he persisted in displaying  
the withered limb to Europeans in Queen's  
Road. His Worship discharged the man,  
and suggested that he be sent to Canton.

Frans Bruthmann, second engineer of  
the s.s. Hilary, was charged with behaving  
in a disorderly manner in Queen's Road  
Central last night. He stated that he was  
under the influence of drink and did not  
know what he was doing. A fine of \$10,  
in the alternative seven days' imprisonment,  
was imposed.

A SUSPECTED PRIEST.

We translate the following from a native  
paper, because it shows the animus of the  
average cultivated Chinese writer towards  
Japan at the present time. "Ever since  
Japan absorbed Korea into her empire,  
her heart has shown a tendency more and  
more to grasp at power. There is no day  
during which she has not sent forth spies  
to visit China in order that our affairs may  
be known. We hear that recently a  
Japanese Buddhist priest has been sent  
down to Kwangtung, who is familiar with  
the language spoken by our people. He  
associates with the priests of the Buddhist  
faith in Kwangtung, goes with them walks,  
and so sees the mountains and rivers in  
the interior. Those who understand the  
trend of events say that this man is a spy,  
and that his object is to get drawings of  
the forts, and to understand the military  
arrangements of the South of China. It is  
also said that he will reside for a time in a  
certain monastery at Shantung. We have  
printed these facts and rumours so that the  
Buddhist priests may know about these  
things, and be on their guard. They must  
not endure that he shall reside with them,  
and so learn what he seeks to know."

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Hongkong, December 6, 1910. 13

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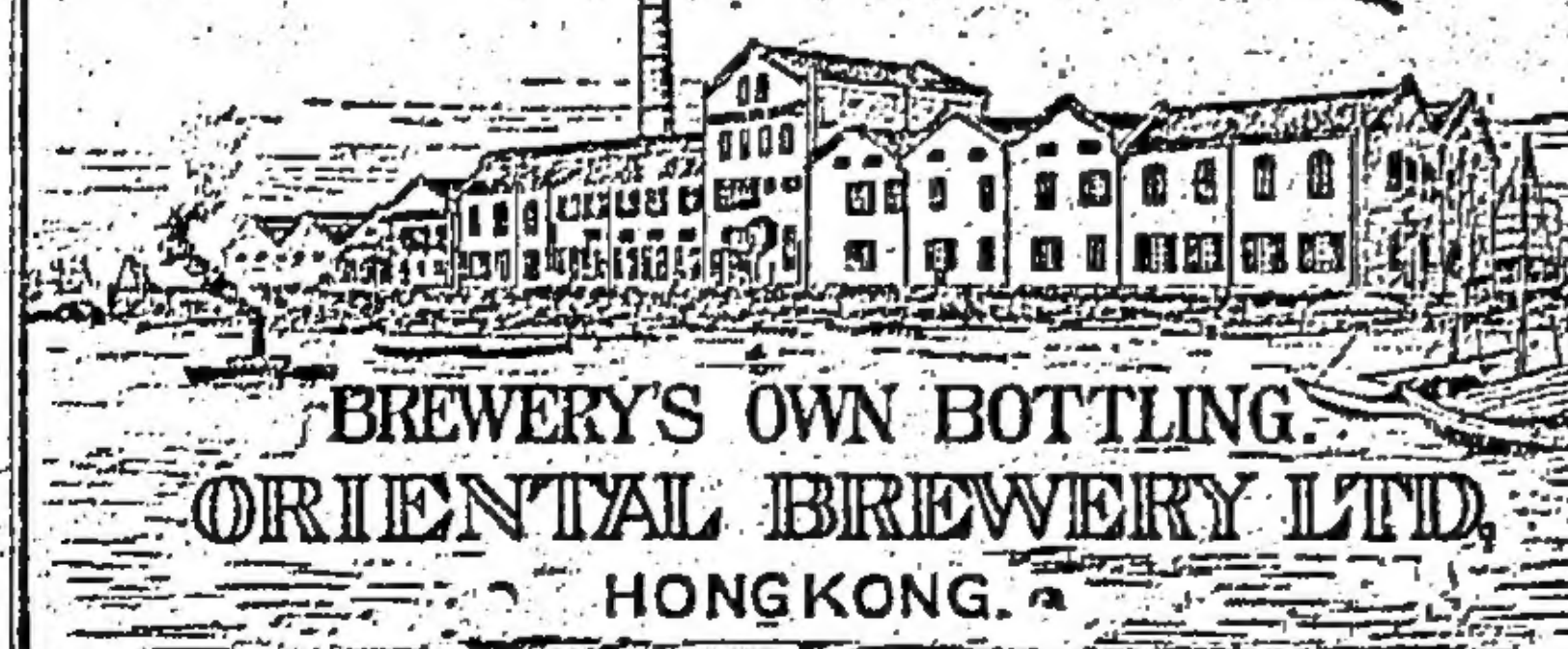
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Hongkong, October 3, 1909. 136

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of Central Market) Telephone No. 616.  
Hongkong, September 4, 1909. 1124

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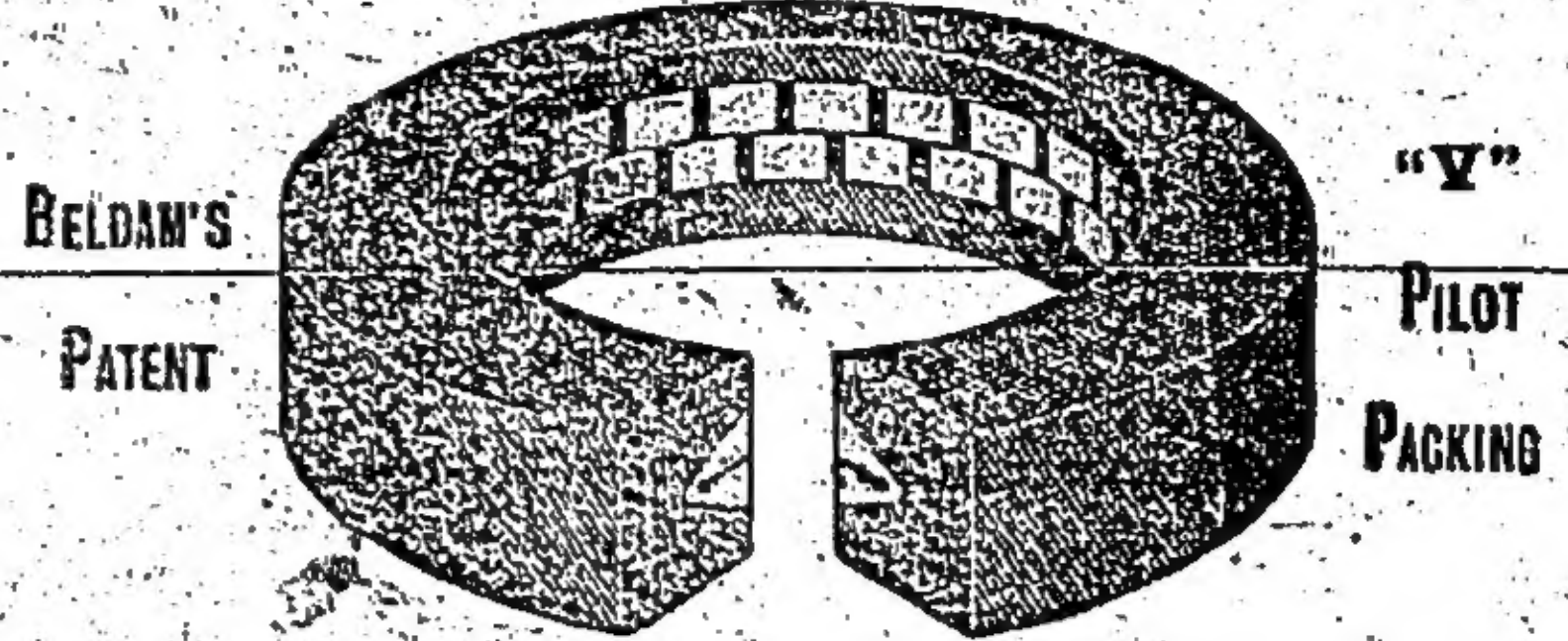
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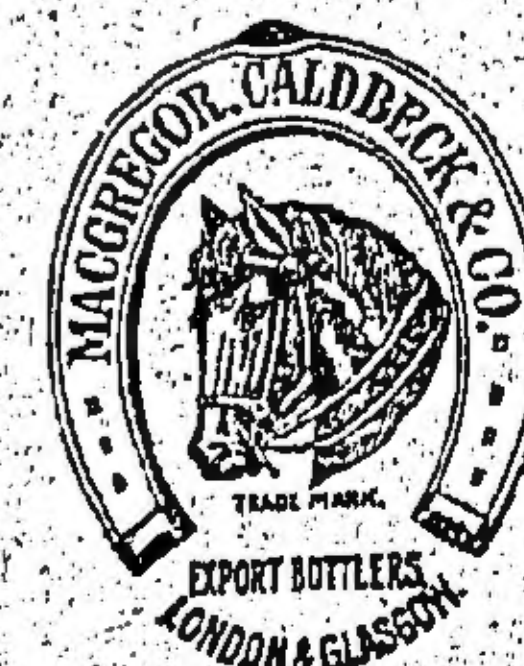
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#### DECLARATION OF LONDON.

##### British Argument Against Its Ratification.

##### PRINCIPAL POINTS OF THE PROPOSALS.

It seems that the Government are desirous to the wishes of public opinion and that the ratification of the Declaration of London, affecting certain vexed questions of international law in naval warfare, will not take place so far as Great Britain is concerned until its terms have been submitted to the Imperial Conference.

The history of the negotiations is as follows:—

The British Government invited the various Powers to meet in London at a Conference, in February, 1908, to decide vexed questions of international law in naval war, with a view to the establishment of an International Prize Court. On December 4, 1908, the Conference assembled in London. It was composed of representatives of the following Powers: Britain, Germany, United States, Austria, Spain, France, Italy, Japan, Holland, and Russia. Its sittings were concluded in February, 1909, by the Declaration of London, formulating new laws of naval war.

The main points dealt with were these:—  
1. Blockade.—Must not extend beyond the ports and coasts occupied by the enemy, and neutral vessels may not be captured for breach of blockade, except "within the area of operations of the warships detailed to render the blockade effective." A ship cannot be captured for breach of blockade if she is on the way to a non-blockaded port, even though subsequently she may intend running the blockade. These regulations limit blockade severely, and would thus prevent the British Navy in a future war from bringing severe pressure to bear upon neutrals.

2. Contraband.—Here the British delegates admitted foodstuffs to the list of articles which, under certain conditions, may be

contraband (i.e., liable to seizure), though in the past British Governments have always resolutely resisted such an interpretation. The importance of the question is enormous, as upon it may depend the safety of our food supply in war. "Conditional contraband" became liable to seizure if "it were consigned to the hostile authorities or to a merchant established in the hostile country, and when it is notorious that such merchant furnished to the enemy objects and materials of this nature." (The translation is a literal one from the official French text which is binding and does not follow the official English version, which is loose on this point.) The effect of this clause apparently is that food consigned to any British merchant or trader might be seized, as he would be established in the "hostile country," and would supply "the enemy," which means the whole hostile people as well as the British armed forces. A ship is not to be liable to seizure unless the contraband on board reached one-half the cargo.

3. Seizure of Persons on Board Neutral Ships.—Belligerent men-of-war are empowered to remove contraband persons—i.e., officers, soldiers, and apparently envoys—from neutrals, and to make prizes of the ships carrying them.

4. Destruction of Neutral Prizes.—England has hitherto held that neutral prizes cannot be destroyed at sea without proper condemnation by a court. Her delegates, however, agreed to a clause permitting such destruction to take place when the sending of the prize into port would involve danger to the safety of the warships engaged.

5. Transfer of an Enemy's Vessel to a Neutral Flag.—This must be shown by the belligerent captor not to be bona-fide before vessel can be seized, provided that the transfer has been made before war. If it has been made after war, the neutral must show that it is bona-fide, if his ship is not to be seized.

6. Convoys.—It is provided that the presence of convoys exempts neutrals from

seizure. In the past this was not admitted by Britain, and it is a further surrender, though perhaps on a minor point.

7. Compensation is to be given to neutrals when their ships are seized without sufficient justification.

SOME BRITISH OBJECTIONS.

The Declaration has evoked strong criticism in Great Britain. The London Chamber of Commerce appointed a special committee to consider the matter, and on November 14, 1910, adopted the committee's report. This report stated that the committee had considered the question mainly from the commercial and national standpoint, and had unanimously come to the conclusion to recommend that the Declaration of London should not be ratified in its present form or be made effective by the passing of the Naval Prize Bill then before Parliament. The committee submitted this recommendation for the following, amongst other, reasons:

(a) That the effect of the Declaration is to alter the law of nations as hitherto maintained in a manner entirely unprecedented, and to expose to capture or deliberate destruction food supplies borne to any part of Great Britain in neutral vessels.

(b) That the absence of any provision in the Declaration for preventing the conversion of merchant vessels into commerce destroyers on the high seas constitutes a valid reason for opposing the Declaration. The committee considered that the Declaration is framed without sufficient regard to the fundamental difference between the situation of Great Britain (an island without neutral ports to fall back upon) which has to import most of its food supplies by sea, and that of Continental countries (connected with various neutral ports) which are largely self-supporting. The committee were of opinion that the Declaration would impair the nation's strength in time of war, and that, by greatly impairing our neutral food supplies, its effects might be a very serious increase in the cost of food, with dangerous consequences.

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Hongkong, March 17, 1910. 323

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Hongkong, February 9, 1911. 193

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Hongkong, January 19, 1911. 92

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Hongkong, February 1, 1911. 709

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Hongkong, February 1, 1911. 23

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Hongkong, October 13, 1910.

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**HIGH-CLASS HOTEL.**  
LADIES AFTERNOON TEA ROOM.  
Private Bar, Billiard Room, Electrically Lighted.  
Electric Fans (if required).  
Electric Passenger Elevator to each Floor.  
TABLE D'HOTE AT SEPARATE TABLES.  
Tel. Address: 'VICTORIA', Hongkong.  
For terms, etc., apply to the  
MANAGER.  
Hongkong, October 2, 1908.

**BRASSIDE**  
**PRIVATE HOTEL.**  
STANDING in its own grounds of 1/2 Tennis and Croquet Lawns; Lawn and Well Furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone, No. 900.  
Apply to Mrs. F. W. WATTS,  
'Brasside', 90, Macdonnell Road,  
Hongkong, September 2, 1908.

**KINGSCLERE**  
**PRIVATE HOTEL.**  
APPROACHED from Kennedy Road and Macdonnell Road.  
Tel. No. 134. Teleg. Address: 'SACROSANCT', A.B.C. Code 4th Ed.  
Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.  
Proprietress, Mrs. F. SACHSE.  
Hongkong, September 1, 1908. 12

**FOR SALE.**  
**THE VIENNA CAFE CO., LTD.**  
(In Liquidation).  
A going concern the Lease, Goodwill, Fixtures, and other Stock, Bakery and Confectionery Plant, Bakers, Furniture and Fittings, Bar, Engines and Electrical Fittings of above Café.  
Offers to be made in writing on or before Noon on WEDNESDAY, the 8th day of February, 1911, to the undersigned, from whom full particulars may be obtained.  
E. A. M. WILLIAMS,  
Liquidator,  
St. George's Buildings,  
Hongkong, February 8, 1911.

**HANG TAI CO**  
No. 38, Praya East.  
**FOR SALE.**  
LARGE Stocks of AMERICAN PINE, CHINA PINE, TEAK, and various kinds of HARDWOOD, etc.  
TIMBER YARD at PRAYA EAST.  
Inspection Solicited.  
PRICES MOST REASONABLE.  
CHU CHING HEE,  
Manager.  
Hongkong, May 4, 1910.

**NORTH BRITISH & MERCANTILE INSURANCE CO.**  
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS at 31st DECEMBER, 1909, £19,876,397.  
—Authorized Capital £3,000,000  
—Subscribed Capital £3,275,000  
—Paid-up Capital £2,232,500-0-0  
—Fire Funds £3,488,126-0-0  
—Life & Annuity Funds £5,080,232-10-0  
—Sinking Fund Account £5,338-0-0  
£19,876,397-0-0  
Revenue Fire Branch £3,352,994-10-0  
Life & Annuity 1,897,635-10-0  
Marine Department 809,321-0-0  
Other Accounts 3,220-0-0  
£4,440,550-0-0  
The Accumulated Funds of the Fire Life Department are free from liability of respect of each other.  
SHEWAN, TOMES & CO.,  
Agents.



## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson &amp; Co., Ltd.

ALEXANDRA BUILDINGS.

## NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular

Attention Inclusive.

S. MOUTRIE &amp; Co.

LIMITED.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED.

ALEXANDRA BUILDINGS.

Closing Days

OF

CASH SALE

FURTHER REDUCTIONS

IN ALL

Departments.

Splendid Bargains

Wm. Powell, Ltd.

ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMA THEATRE,

THE PIONEER HALL OF THE COLONY

Des Vaux Road Central,

Opposite Central Market.

Performances: 7.15 to 9 and 9.15 to 11.30 P.M.

SPLENDID PROGRAMMES

NIGHTLY.

MISS DOLLY SWIFT.

MR. DENNIS CARNLEY.

On Friday, and for a few Nights only,

The Grand Film 'ART'.

'MASSALINA'.

GRAND MATINEES:

SATURDAY AND SUNDAY, AT 4 P.M.

AT REDUCED PRICES.

785,049 more than in the previous year, points to the fact that the big increase in the consumption of imported spirits has been caused by the demands of the growing Japanese and Russian populations in Manchuria and the traffic on the northern railways under their control. The actual value of the import into Dairen was Taels 845,025, comparing with Taels 13,145 for 1900, and Taels 2,000 for 1907; while with regard to Manchouli the advance is from Taels 72,637 in 1900 (the first year for which returns are supplied) to Taels 177,045.

There is only one other aspect of the question to which we intend to refer. This is a somewhat staggering increase in the spirits which passed through the Kowloon Customs district. Here the value is placed at Taels 48,021, as against Taels 2,710 for 1900 and Taels 17,179 for the year prior to that. At first sight it would appear to be a strange phenomena why there should be this great disparity between 1900 and the other two years quoted, and on enquiry we fail to gather any very explicit reason to account for the changed conditions. And the situation is made none the clearer by the fact that the import figures for Kowloon for 1910 show a further advance over those of 1909 of Taels 15,036. We learn that large quantities of foreign spirits are used in most of the samshu-making centres for mixing with the native wine in order to increase the strength and impart a flavour. Much of this mixed liquor is, we are told, re-imported into Hongkong and takes the place of foreign table wine at meals. If would therefore seem that the taste for foreign wine is on the increase among the Chinese and the samshu trade is meeting the demand in this way.

## The China Mail

HONGKONG, SATURDAY, FEBRUARY 11, 1911.

## LIQUOR IMPORTS INTO CHINA.

SOME illuminating and in many respects startling facts concerning China's demand for foreign liquors may be assimilated by a careful perusal of that section of the Imperial Maritime Customs returns for year 1909 which deal with the imports of wines, spirits, beer, etc. It will be discovered that so far as wines are concerned the foreign trade fell below the two previous years, while with regard to beer the import was less than in any of the three years for which figures are supplied. When we come to spirits, however, the tale wears quite a different complexion. In 1908, the gross value of the spirits imported was Taels 705,478, but for 1909 the figure jumped up to no less than Taels 1,699,500. Deducting the re-exports, we find that the actual consumption reached a value of Taels 1,447,017, this figure comparing with Taels 601,831 for 1908, Taels 420,666 for 1907, and Taels 531,732 for 1906. Unfortunately, there are no figures available to show the quantity of liquor finding its way into the Empire, but in spite of that, on the face of the totals of value which we have quoted it might be hastily inferred that China's cravings for foreign spirits almost defy satisfying. This is the deduction which the superficial reader would arrive at when merely casting his eye hurriedly over the returns. A little closer examination of the details, however, will lead to a somewhat different conclusion. If we seek for knowledge as to which particular Customs districts have evinced the most pronounced increasing demand for spirits we gather that it is in Manchuria that the biggest advances are recorded. Comparing 1909 with 1908, the total net increase for the whole of China is Taels 845,180, and of this advance no less than Taels 737,088 is traceable to Dairen and Manchouli, whose figures go beyond their 1908 returns by Taels 631,800 and Taels 105,200 respectively. This, together with the fact that Russia and Japan have sent into China during 1900 Taels

CHAMBERLAIN'S Cough Remedy is a very valuable medicine for throat and lung troubles, quickly relieves and cures painful breathing and a dangerously sounding cough which indicates congested lungs. For sale by all Chemists and Storekeepers.

## NEWS OF THE DAY.

A great naval review will be held at Spithead in connection with the King's Coronation.

Great Britain is protesting against the proposed Russian restrictions on the fisheries in the White Sea.

It is officially estimated that 60,000 troops will line the routes of the Coronation procession in London.

Japan is abolishing the subsidies on exported sugar from Formosa but will continue the policy of supporting the plantations.

Miss Teresa Billingham, who has succeeded from the Women's Freedom League, has published a severe criticism of the Suffragette movement.

The promoters of the Festival of Empire in London have formed a club for the purpose of entertaining the colonial troops attending the Coronation.

Though the Yokohama Engine and Iron Works, Ltd., made a profit during the last half year, no dividend was declared, the balance being carried forward.

After the comparative long dearth of such forms of entertainment, Hongkong is eagerly anticipating the visits of the Pellicani and the Dandini Opera Companies.

The exhibition of educational books which Messrs Macmillan and Co. have just opened at Messrs Kelly and Walsh is attracting a good deal of attention, especially among teachers.

"The best-selling novels of the past season," says the *Bookman*, "have been 'Howard's End,' 'Clayhanger,' 'Simon the Juster,' 'Lauriston,' 'Mr Ingleside,' 'The Rosary,' 'Rest Harrow,' 'The Mistress of Shenstone,' 'At the Villa Rose,' 'City of Beautiful Nonsense,' 'The Dop Doctor,' 'Dancing Days,' 'The Osbornes,' 'The Broad Highway,' 'The Human Chord,' 'The Wonderful Bishop,' 'Sacrifice,' 'Dear Loyalty,' 'Princess Calra,' 'A Spirit of Mirth,' 'The Brassbounder,' 'The Wreck of the Golden Galloon,' 'The Diary of a Nobody.'"

## SOCIAL AND PERSONAL.

Mr Justice Gompertz is expected back at the end of April.

Mr Funnats, Japanese Consul-General, leaves Hongkong to-morrow on a short visit to Formosa.

"Mr Haldane, we understand, is shortly to go to the House of Lords," says the *Saturday Review*.

Mr Henry Keswick takes the chair this evening at the smoking concert given by the Royal Hongkong Yacht Club.

It seems that Madame Calve's refusal to sing in Japan was owing to the non-acceptance of an invitation to appear before the Imperial Court in Tokyo.

The Liberal Whip, Sir John Fuller, has been appointed Governor of Victoria, replacing Sir Thomas Gibson Carmichael, who is appointed Governor of Madras.

The Band of S.M.S. Scharnhorst discussed a very pleasing programme of music at Government House on Friday afternoon when Lady Lugard was "at home" to many friends.

Reliable information states that Mr. Laessle's appointment as the next Chief Justice of Ceylon has been settled. As is known, Sir Joseph Hutchinson retires at the end of February.

Mr D. Tudor, manager of the Hongkong branch of the Bank of Taiwan, has been transferred to Shanghai, where a branch of the bank is being opened. Mr Tudor, who has been in the Colony more than ten years, will be succeeded by Mr. Taniyama, who has arrived here from Amoy.

Mr Alex. G. Boyle, C.M.G., Provincial Commissioner of the Uganda Protectorate, has been selected for the office of Lieutenant-Governor and Colonial Secretary of Southern Nigeria, in succession to Mr J. J. Thorburn, C.M.G., who has been promoted Governor of the Gold Coast Colony. Mr Boyle's first connection with the Colonial Service was as Private Secretary to the Senior Puisne Judge of the Straits Settlements. He proceeded to Uganda as Assistant Treasurer in 1896, and has since occupied several responsible offices, including those of Acting Chief Secretary and Acting Administrator.

## DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture beds, which form in a child's throat when it has a cold, and minimize the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

## THE VOLUNTEER BALL.

## A Delightfully Successful Function.

Following the happy reputation established by a long line of successful predecessors, the annual dance given at the City Hall last night by the Officers, Non-Commissioned Officers and Men of the Hongkong Volunteer Corps was in every respect a delightful success. Doubtless due to the revived popularity of the Corps, the attendance of guests was even larger than usual, and all who attended spent a thoroughly jolly time. Those who carried out the bulk of the preliminary work which such an event inevitably involves spared no time or effort in assuring the enjoyment of the company, all uniting in their determination to make the last formal dance of the season one of the very best. In this they were supremely successful, for every thing that could be thought of for convenience and happiness of guests was considered. There was an extensive area of well-polished floor space, the music was of the best, while the sitting-out, supper and other arrangements were admirable in every way. Above all, a delightful spirit of happy freedom prevailed, so that everything went with a swing from the first dance until the break-up in the early hours of the morning.

As usual, the decorations were characteristically effective. On entering, one had to pass through an arbour of greenery formed by palms and other plants, from which the green moss of Mazin guns peeped out on either side. The huge stone pillars in the hall were entwined with festoons of greenery, while the staircase was carpeted and set off with pot plants, the balustrades being literally buried in pretty flowers. Immediately on the top of the stairs was placed a businesslike ten-pound gun, flanked on either side by a Maxim, a canvas tent and a tripod of rifles, all being surrounded by leafy palms. Overhead, and facing down the stairs, the figures "1801-1911" shone brilliantly in electric light, these dates signifying the period during which "Volunteering has been actively existent in the Colony. Above this again was the crest of the Corps, with its motto "Nulli Secundus Oriens," this being draped on each side with a big Union Jack. Along the staircase walls bunting and shields of glittering bayonets were introduced with happy effect, while on the balcony there was a profusion of plants, palms, etc.

Both St. George's and St. Andrew's Halls were utilized for dancing. The former was given chief prominence in the scheme of decoration. Running diagonally across the hall overhead were strings of many-coloured flags, which continued also along the top of the walls. On the walls themselves were numbers of photographs of past Commandants of the Corps, these being adorned with bunting and set off with floral arrangements at the feet. As convenient spots there were also shields of bayonets introduced with overgreens and flowers. St. Andrew's Hall was simply but effectively adorned with flags, plants and shields similar to those in use elsewhere.

The old Chamber of Commerce room was used as a reception room, the music room accommodated a refreshment buffet, while the verandahs were transformed into cosy little sitting-out nooks. The bar was placed in the Library where cards were also much in evidence. Supper was, as usual, served in the Theatre Royal, tables being laid downstairs and on the stage.

His Excellency the Governor arrived shortly before the commencement of the opening dance, while Major General and Mrs. Anderson and Commodore and Mrs. Creswell, Eyres were also present. There was a representative assembly of military and naval officers, whose brilliant uniforms, together with those of the Volunteers, added to the variety and wealth of the colour effect. The orchestra of the K.O.Y.L.L., supplied the music, and the dance programme embraced 21 numbers in addition to the opening "extr." It was as follows:

- 1.—Lancers.....Dollie Princess.
- 2.—Waltz.....Druid's Prayer.
- 3.—Two-Step.....Whistling Rufus.
- 4.—Caledonians.....The Highlander.
- 5.—Waltz.....The Chorister.
- 6.—Two-Step.....Hobonoko.
- 7.—Eighteenth Reel.....The Do! among the Tailors.
- 8.—Waltz.....Caresane.
- 9.—Two-Step.....Yip-lady-lay.
- 10.—Waltz.....A Waltz Dream.
- 11.—Two-Step.....Moonstruck.
- 12.—Waltz.....Vision of Salome.
- 13.—Lancers.....Our Miss Gibbs.
- 14.—Waltz.....Merry Widow.
- 15.—Two-Step.....Teddy Bear's Picnic.
- 16.—Caledonians.....Scotch Air.
- 17.—Waltz.....Venus on Earth.
- 18.—Two-Step.....Mumbling Mow.
- 19.—Lancers.....Country Girl.
- 20.—Waltz.....Gold and Silver.
- 21.—Waltz and Galop.....Lana and Pot Horn.

There was no lack of helpers in carrying out the detailed work necessary, the duties being shared as under:

Decorations—Lieut. Kennett, Armourer, Sergt. Ayvull, Sergt. Hayward, Corp. Garrett and Gunner Long.  
Supper and Wines—Lieut. Wolfe; Sergt. McKirdy, Private Monk, Sergt-Major Rogers, Sergt-Major Meek, Sergt-Major Higby, Sergt-Landmy and Sergt. Day.  
Clock and Cards—Lieut. Plummer, Lieut. Shado, Capt. Wood, and Sapper Butterfield.  
Music and Dancing—Capt. Aristocrat, Private Shenton, Capt. Lamport, and Gunner Elphinstone.  
The secretarial duties were in the experienced hands of Capt. A. J. Thompson, whose efforts were ably seconded by Staff Armourer G. W. Avenall, the assistant secretary.

## THE HOUSE OF LORDS.

## NO REFORM FROM WITHIN.

(Reuter's Service to the China Mail.)  
LONDON, February 11.

The Times states that the Unionists in the House of Lords have decided not to introduce their own Reform Bill.

## PLAGUE NEWS.

## SPREADING IN MANCHURIA AND NORTH CHINA.

(Reuter's Service to the China Mail.)  
LONDON, February 11.

A message from Peking states that plague is spreading generally in Manchuria and slightly in North China, but is weakening in Harbin.

The Chinese Government proposes to use three-quarters of a million sterling, the monies allotted to the visit of the German Crown Prince, to combat the disease.

## A FISCAL DEBATE.

## MINISTERIAL MAJORITY OF 102.

(Reuter's Service to the China Mail.)  
LONDON, February 10.

After a two days' debate a Fiscal amendment moved in the House of Commons by Mr. Austen Chamberlain regretting the persistent refusal of the Government to modify the fiscal system of the country was rejected by 324 votes to 222.

The Labourites and Nationalists voted with the Government, but the O'Brienites abstained. Hitherto the Nationalists have abstained from voting on fiscal questions.

## THE NEW CONSTITUTION.

(Wah Tse Yat Po's Service.)  
PEKING, February 11.

The Board which has been investigating constitutional questions recently drew up a draft of new official regulations and standards and presented it to the Prince Regent.

His Highness has returned the document, saying that it too closely follows Japanese models.

## DOCKING NAVAL PAY.

(Wah Tse Yat Po's Service.)  
PEKING, February 11.

The Naval Board intends from the 8th month of this year to deduct 20 per cent. from the naval officer's pay. Admiral Sa is vigorously protesting against the proposal.

## BANK OF CHINA.

## BRANCH FOR SINGAPORE.

(Wah Tse Yat Po's Service.)  
PEKING, February 11.

Prince Chok has decided to establish a branch of the Bank of China in Singapore.

The Young Men's Christian Association headquarters in New York announces that the 2,000,000 dollars fund for the erection of association buildings in foreign lands is practically complete.

Messrs Elder, Dempster and Company, of which Sir Owen Phillips is chairman, has controlling interest in the Glen Line, which has a fleet of seven steamers having a total tonnage of 51,008. The Glen Line has for many years carried on a regular service from Antwerp, Middlesbrough, Hull, and London to the Straits, China, and Japan, and has been one of the best known services connected with the China trade.

## PORT WINES &amp; CLARETS.

Rise in Prices in EUROPE in consequence of the complete failure of the 1910 Vintage.

We are prepared to meet local demands

AT OUR OLD PRICES,

and to supply Wines in Bulk

AT THE SAME PRICES,

(for the same quality of Wines) as were charged to residents by

their Home Wine Merchants before the failure of the 1910

Vintage. Samples and prices on application to

**H. Price & Co., Ltd.**

Wine and Spirit Merchants,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong 9th February, 1911.

## RUSSIAN REVOLUTION-ARIES IN JAPAN.

## AN APPEAL FOR THEIR ARREST.

(Independent News Agency's Service to the China Mail.)  
Tokyo, February 11.

The Russian authorities have long been convinced that Russian revolutionaries are maturing a secret movement in Nagasaki. They have found out that revolutionary pamphlets are printed in Nagasaki in large numbers and are sent to the Russian army in Siberia by way of the railway via Dairen.

The Russian Consul at Dairen has requested the Japanese Government for assistance and friendly help in arresting these political offenders.

The Japanese authorities are said to have agreed to the request.

## FIRE ON THE S.S. HILARY.

At about 5 o'clock this morning a fire broke out on board the s.s. Hilary, as she lay alongside at the Kowloon wharf. The outbreak took place in a hold in which a consignment of cotton was stored. The Kowloon Wharf fire engine was sent on the spot rendering help, which, later, the engine from the Yantai Brigade and the fire boat also arrived and co-operated in the work of extinguishing the flames. Within half an hour of the outbreak the hold was cleared and the fire totally extinguished. It is difficult to estimate the actual damage, but the stuff burnt and that spoiled by water must have amounted in value to several thousand dollars.

Strange to say, there was a fire on the same vessel under similar circumstances about twelve months ago.

## A CENSOR ON THE WARPATH.

Many truths may possibly underlie the many rumours bruited abroad about the doings of Admiral Li. It appears that a Censor, one Chan Hing-kwai, has sent a memorial to the Throne dealing with Li's alleged misdoings. First of all he is charged with taking bribes and so lowering the high dignity of an official. It is somewhat interesting to note the naive way in which it is assumed that Chinese officials do not take bribes, and therefore that if one should be charged with doing so he brings disgrace on the whole body, and is therefore to be condemned on the principle that one spot of dirt spoils the perfect whiteness of the robe. The Admiral is stated to have shared some of the local revenues accruing from the western suburbs of Canton with one Li Shai-kwai, who has already been deposed from an official position. The spoils that have fallen to their lot from this source of revenue each year is not less than several tens of myriads of dollars. Then further Sham Ping-k'ok, who is in charge of the lekin station at Lopao, on the North river, has also sent him each month the sum of five hundred dollars. This is said to be the common talk of the city. Further he is charged with paying little personal attention to his duties. He rarely leaves his yamen, and does not personally visit the forts and defences of the Bogue, for which he is responsible. The Censor concludes by affirming that amidst all the talk about putting naval affairs in order, there is little that can be hoped for until these things are amended. He therefore has sent on the memorial to Peking, and has urged the Government to send down a Commission to examine into matters, in order to ascertain the truth of the rumours and the charges that are bruited abroad.

There is little wonder that whilst such charges are in the air, the new Viceroy wishes to be free of Admiral Li, and as an easy way out of the difficulty is willing, apparently, that he should go up into Kwangsi, where there is less temptation to be met with; on the other hand, it appears to be likely that there will be an official examination into these charges, and if they are substantiated, large sums of money are disclosed, some, if not all, of this wealth will have to be refunded, not to the people but to the Government itself, which is greatly in need of funds at the present time.



## COMPANY MEETINGS.

## Hongkong Rope Manufacturing Co., Ltd.

The twenty-seventh ordinary annual meeting of shareholders of the Hongkong Rope Manufacturing Co., Ltd., was held at the company's office, St. George's Building, to-day.

Mr. R. Shawan presided and there were present, Messrs D. W. Craddock, H. P. White, R. Hancock, C. Klinek, J. A. Young, Fung Shiu Wa and the Secretary, Mr. R. W. Lee Jones.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen—Copies of the report and accounts have been in your hands for some days and you will have seen from them that we are able to recommend a final dividend of \$1 per share making \$2 per share for the year as usual, and place \$3,000 to reserve fund, which will then stand at \$10,000, leaving a balance of \$13,321.25 to be carried forward to the credit of this year's account. Our business last year was not so brisk as usual and was clearly affected by the depression in shipping, shipowners being compelled by low freights and reduced earnings to economize as closely as possible in their stores accounts. Freight rates, however, on the whole on the

move now and any rate of tonnage is in better demand in most parts of the world than it was and I trust that this improvement may continue and be reflected in a greater demand for and increased consumption of our particular commodity. High grades of hemp were scarce and dear throughout the year but low grades, owing principally to a lack of enquiry from the United States, fell steadily and have now reached a price that we have not seen for some time past, but this is hardly likely to last long as any demand would stiffen the market at once. You will notice that our investments have not escaped the general shrinkage in values of nearly all stocks on this market and that in consequence we have had to take \$31,000 from our reserve fund to meet this fall, but on the other hand it will leave them now at what I think we may consider a safe and satisfactory valuation. In the accounts there is no new feature requiring any special remark or explanation. Stocks of hemp and rope on hand were larger at the end of the year and the amounts outstanding against sundry debtors and creditors show a considerable reduction on previous figures. Before moving the adoption of the report and accounts I shall be pleased to answer any questions from shareholders.

There being no questions the Chairman moved the adoption of report and accounts.

Mr. W. D. Craddock seconded and the motion was carried.

On the motion of Mr. Fung Shiu Wa seconded by Mr. Young, Messrs H. P. White, D. W. Craddock and Dr. J. W. Noble were re-elected to the Consulting Committee.

Mr. C. Klinek moved and Mr. Hancock seconded and it was agreed that Messrs W. H. Potts and A. O. D. Gourdin be re-elected auditors.

The Chairman—That is all the business, gentlemen. I am much obliged for your attendance. Dividend warrants are now ready.

**Humphreys Estate and Finance Co., Ltd.**

The ordinary annual general meeting of shareholders of Humphreys Estate and Finance Co., Ltd., was held at the Hongkong Hotel, to-day.

Mr. H. Humphreys presided, and there were also present—Dr. J. W. Noble, Messrs G. Balloch and J. W. Bonnar (Directors), Capt. T. P. Hall, Messrs Percy Smith, D. E. Clarke, E. N. Tarrant, J. M. E. Machado, E. T. Bunje and P. A. Xavier, with Mr. Enos Smith, Secretary.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, I propose to follow the usual custom and take the report and statement of accounts as read. In accordance with the special resolutions passed on 12th January last and confirmed on the 27th of the same month, the General Managers and Directors respectively will receive a remuneration for their services, a commission of 5 per cent. on the net profits for the past year. This amounts in the aggregate to \$7,023.43 and has been provided for in the Report submitted to you. Insurance Reserve Fund has been increased by \$4,320.51, which represents the amount of expired fire risks underwritten by the Company. The Profit and Loss Account contains two items about which you might like some information, viz.—“Charges non-recurrent” and “Mortgage Conversions.” The former represents money paid out in brokerages, lawyers’ charges and valuation reports in connection with the paying off of old mortgages and the obtaining of new ones at a lower rate of interest. The latter represents exchange profits and interest profit respectively on two mortgages to the Company which have been paid off. The past year has been devoid of special interest so far as property is concerned. The upward tendency referred to by me at our last meeting has been checked for the time being by the financial crisis that has affected nearly the whole of the Far East. Speaking generally, property in the central and western Districts of Hongkong shows an improvement. Property at Tsim Sha Tsui and Yau-mai (Kowloon) is firm with an upward tendency, but property at Hung Hom has declined. We have suffered considerable

loss of rentals in the last named district, which we attribute to the less prosperous condition of the several important industries situated there. Gentlemen, I have nothing more to add, but before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions shareholders may have to ask.

There being no questions, the Chairman moved, and Capt. Hall seconded, the adoption of the report and accounts.

The Chairman proposed, Mr. Machado seconded, and it was agreed to, that Messrs J. Scott-Harston, J. W. C. Bonnar, G. Balloch and Dr. J. W. Noble be re-elected directors.

On the motion of Mr. Tarrant, seconded by Mr. Clarke, Messrs W. H. Potts and H. Percy Smith were re-appointed auditors.

The Chairman—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready on Monday. I thank you for your attendance.

## CORRESPONDENCE.

## UNDESIRABLE SIGHTS.

(To the Editor of the “CHINA MAIL.”)

Sir,—Through the medium of your widely-read journal I wish to protest against the appearance in our streets of defecated specimens of humanity who for their own comfort and the feelings of the public generally should be accommodated in some charitable institution or, in the alternative, sent out of the Colony.

Kowloon is especially the hunting ground of these poor creatures, who endeavour to reap advantage out of their physical deformities by continually worrying the public for “cushaw.” Some of the sights I have witnessed across the harbour are revolting, even to recall, and I know of several instances in which ladies have been really scared by the horrible disfigurements and abnormalities which are forced on their attention. The danger of this, especially in certain conditions, must be apparent.

It is nothing short of a public disgrace that such beings are allowed to infect our thoroughfares, and I am confident of having behind me a big section of inhabitants when I claim that the Government, through the police, should see to it that as far as possible these revolting sights are kept more in the background than at present.—Yours, etc.,

DECEMY.

## THE FERRY SERVICE.

(To the Editor of the “CHINA MAIL.”)

Sir,—As a season ticket-holder I should like to put forward a suggestion for a revision of the thin-hour departures of the Star Ferry boats.

At present the boats run at 12.45 o'clock, 12.50 and 12.55. Then there is a break until 1.5, so that those who happen to just miss the 12.55 ferry have to wait until five minutes after 1 o'clock.

As it is more convenient for most business people to drop duties just before 1 o'clock than some twenty minutes, or even ten minutes before, could there not be a re-arrangement by which the boats could leave at 12.45, 12.50, 1 o'clock and 6 minutes past? I have spoken to a number of fellow ticket-holders on this matter, and they all approve of the idea. What do others say?—Yours, etc.,

KOWLOONITE.

## SPORTING.

## Billiards.

## SOLDIERS' CLUB TOURNAMENT.

Two further games were played in the Soldiers' Club tournament last evening at the conclusion of which the Hongkong Volunteers had increased their lead to 256 points. Scores to date:

H. K. VOL. 88TH CO. R.O.S.A.  
Pte. Bishop..... 230 Gr. Thomas..... 210  
Pte. Phillips..... 250 Gr. Weatherall. 147  
Gr. Sgt. Rogers. 250 Gr. Hemmings. 177  
Gr. Wilson..... 194 Sgt. Short..... 250  
Gr. McLennan. 250 Gr. Goodall..... 214  
Cpl. Bullock..... 250 Sgt. Macartney 189

Total.....1,444 Total.....1,188

## AERIAL PROGRESS.

A writer in *The Navy* asks:—What is the sum-total of aeronautical progress in broad figures? Perhaps the following is near it:—

1. An aeroplane has remained aloft for over eight hours.
2. Has covered 200 miles without descending.
3. Has flown for long distances, carrying five passengers.
4. Has reached a height of over 10,000 feet.
5. Has attained a speed of nearly 90 miles an hour.
6. Has covered 147 miles across country.
7. Has crossed a belt of water 62 miles wide, unaided.
8. Has four times crossed from England to France.

Finally, there are to-day over 600 men and women who have flown aeroplanes. How long is it since Santos Dumont, the brothers Wright and Henry Farman were the only ones?

Five ladies have been granted the pilot certificate. The last to receive it is Miss Jane Hervey, trained by Leblanc.

New records are of almost daily occurrence. Using powerful and satisfactory imagination, we look forward to some gentleman (1) flying for 24 hours; (2) carrying a “load” of passengers; (3) reaching a height of 20,000 feet; (4) crossing the Atlantic; (5) attaining 160 miles an hour or more.

## RAMELING NOTES.

Everybody seems to have thoughts for nothing but ponies these days, to judge by the amount of time the average man will cheerfully give up to discussing the subject. I should imagine that no more absorbing topic exists so far as Hongkong is concerned than the coming Races. If all this talk amounts to anything a fair quantity of hard cash ought to change hands between the first saddling bell on Tuesday and the very last scamper on Saturday.

Though the mornings are fairly nippy, the many early birds who gather at the rails in Happy Valley to watch the doings of the “go-gos,” seem to thoroughly enjoy themselves. I wonder though how many of them will keep up this really excellent and much to be commended habit of early rising once the races are over?

The great majority of the European residents of Hongkong are much like the *beau monde* of Dr. Johnson's day, they like the world to be well-aired ere they stir abroad. In this they are not singular. Bishop Creighton used to tell a good story against himself in a similar connection. He once got up at an extremely early hour and felt highly delighted with himself. Indeed, he went further than this, for he said, “All the morning I felt abominably proud of myself.” But tribulation follows.

For all the afternoon he was so excessively sleepy that he resolved never again to break with old established habits.

There is no doubt we miss many beautiful sights in nature by lying-in-bed too long in the morning, but then all people don't think alike in regard to what is considered beautiful, or becoming. Who does not recollect the dear, shocked old lady who exclaimed that it was positively indecent to intrude upon the sun just as he was rising? Discreet, old party.

The cases of bag-snatching which have occurred this week on the upper levels bring into prominence again the matter of the policing of the Colony. The way in which the Kennedy, Macdonnell, Bowen and Robinson roads—not to mention higher levels still and that sweet Cinderella, Kowloon—are neglected in this matter has been a subject of keen criticism for a very long time past; but apparently the authorities are not at all inclined to move or even to suggest an effective remedy.

Another matter which is beginning to arouse a good deal of comment is the congestion of work in the Supreme Court. The suggestion made over a year ago by His Excellency the Governor that a third Judge should travel down occasionally from Shanghai seems to have been hung up somewhere, and meanwhile the arrears are beginning to accumulate, notwithstanding the arduous and painstaking labours of our two worthy Judges. Something should surely be possible along the lines laid down by Sir Frederick Lugard, otherwise how are we to undertake the present crush of work?

A little while a good many newspaper offices in the Far East received numerous communications from a lady in the United States who was spending much money on trying to prove that the world is flat. Her letters, I am afraid, all went into the W.P.B., but a Canadian journalist who evidently was a recipient of them turned this incident to account in the following fashion:—

## NO WONDER.

The ancients thought the world was flat; I'm really not surprised at that. We'd find it that, I dare to say. If we were living in their day. Just think, they had no autos then. No show girls to delight the men. No pipes to smoke and no cigars. No cockles served at handsome bars. No bridge to play and no pink tea. No liners speeding over the seas; No yellow journals and no flats. No women's monstrous picture hats. No tariff problems to attack. No gown that button up the back; No end-coat bags with manny rule; No monkeying with the price of food; No ice-bills, no cold storage eggs. No bunco steers and no yegs. No trolley cars with clang and whirr; No Teddy to keep things astray—Say, is it any wonder that The ancients thought the world was flat?

Macao is Hongkong's great stand-by for honeymooners and presumably for lovers' meetings, but I can assure my readers that the following little incident did not occur either there or in Hongkong. It seems that a much agitated young woman recently entered a telegraph office. She wrote upon one telegram blank, tore it in halves, wrote a second, which she treated in the same manner, and at last a third. This she handed to the operator, requesting—in a trembling voice, that he “hurry it up.” The operator obeyed instructions, and when the young woman had gone he read the two messages that she had torn in halves.

The first was:—  
“All is over. I never wish to see you again.”

The second read:—  
“Do not write or try to see me at present.”

And the third was:—  
“Can you take the next train? Please answer.”

With the races on next week, the following story is apropos:—A horse dealer was showing a horse to a prospective buyer. After running him back and forward for a few minutes, he stopped and said to the buyer:—“What do you think of his coat? Isn't he a dandy?”

The buyer, noticing that the horse had the heaver, replied:—“Yes, I like his coat, all right, but I don't like his pants.”

RAMBER.

## THE FOLLIES.

We draw attention to the advertisement of “The Follies” which appears in another column. Hongkong will accord them a warm welcome.

## SIR ROBERT LAIDLAW.

## Philanthropic Gifts to India.

Sir Robert Laidlaw at present in Java on business, has been re-visiting India and the Federated Malay States. On his return to Singapore he goes on to China to visit the firms in which he is interested. He has given handsomely to various institutions in India and elsewhere. In Singapore the Y.M.C.A. buildings received from him \$1,000, besides \$1,000 from the firm of Messrs Whiteway Laidlaw and Co. Sir Robert's latest gift to India is \$50,000 to form the nucleus of a joint fund to provide the schools conducted by the Protestant Missionary Societies in India for “country-born” Europeans and Eurasians with staffs and equipments adequate to the highest requirements of the educational codes. A committee, with Sir Andrew Fraser as chairman, has been appointed with representatives of the Anglican, Scots and English churches.

## CHINESE NAVAL AND MILITARY REORGANIZATION.

The announcement was made by cable from Peking early in December that negotiations were under way to conclude a foreign loan of \$30,000,000 gold, the proceeds of which were to be utilized in carrying out the preliminary plans of comprehensive reorganization of the Chinese navy. About the same time an Edict was issued on this subject which provided substantially for the division of the Board of War and the conversion of the Navy Reorganization Bureau into a Ministry of Marine with a minister and vice minister in charge. This office will have charge of the inauguration of reforms in the navy. Prince Tai Hsun was appointed Minister of Marine and Tan Hsueh-ling, Vice Minister.

At the same time the Army Reorganization Bureau was converted into a Ministry of War and a Minister and Vice Minister created. General Yin Chang was appointed Minister of War and Fung Shun, Vice Minister. These edicts abolished the previous presidents, vice-presidents, councillors and secretaries in both the former reorganization bureaux. Later edicts state that besides the Minister and Vice Minister are to be councillors and three secretaries in each ministry. The refusal of Admiral Sah Chen-ping to accept the position of Vice-Minister of the Ministry of Marine came as a surprise in view of his long and brilliant career and the fact that he was closely associated with the work of preparation of plans for reorganization. He accepted the appointment as admiral of the Yangtze squadron and is reported to have said that he preferred the latter position under the circumstances as he would now be in a position to put his training to practical use. He declared his loyalty to the Ministry and pledged his hearty support. Admiral Sah, it will be remembered, did not support the scheme for the creation of the Navy Ministry believing that it involved much unnecessary expenditure. Tan Hsueh-ling, late director of the Naval Department, who was appointed to the position of vice minister, is reported to have largely in the success or failure of the naval scheme and it is for the purpose of covering the expenses of the programme for the first term that the \$30,000,000 loan has been proposed. In the meantime appropriations have been made for schools, armaments and improvement of naval ports. The success of the programme outlined will be measured by the facility with which the necessary funds are secured.

It was announced, the latter part of December, that Admiral Sah Chen-ping would arrange for a general reorganization of the armaments in Fuzhou and Hupoh. The Army reorganization under the direction of General Yin Chang as Minister of War is looked forward to with interest. It is recognized that the General will spare no effort in carrying out his plans. Already he has declared the administration of the provincial armaments defective and inaugurated reforms. Arrangements have been made for extensive army manoeuvres at Chechow in Chihli next autumn and it is expected that all the new army divisions in that province will participate. The original plan of reorganizing the Chinese Army provided for the organization of 30 divisions, two divisions representing the quota from each of 18 provinces. “We now understand that General Yin Chang has decided that the 20 divisions are to be taken up after the number of divisions increased to 34 with three divisions from each of the 21 provinces and another from Peking. We understand that these additional divisions are for future consideration and are to be taken up after the organization of the 20 divisions is consummated with the exception of the three divisions each in the Manchurian provinces. However, there can be little doubt that China is in earnest in her purpose to develop her national, naval and military strength to a degree that will enable her to enforce respect abroad.

It is understood that the admission of 18 cadets to Japan's military schools has been requested and a large number will be sent, to other countries. General Yin Chang favours the German military system which will be largely copied in the organization although features that recommend themselves in other armies will be adopted. China will thus follow Japan's example in this respect.—*For Eastern Review.*

## COST BUT A TRIFLE.

WHILE it is often impossible to prevent an accident, it is never impossible to be prepared—it is not beyond any one's power. Buy a bottle of Chamberlain's Pain Balm and you are prepared for sprains, bruises and like injuries. For sale by all Chemists and Storekeepers.

## WHY PAY

\$1.75

FOR

## NOVELS?

You can read the latest up-to-date Volumes for

20 CENTS.

## WATKINS' CIRCULATING LIBRARY.

No Subscription.

No Membership Fee.

Fancy Farm, by Neil Munro.  
An Embrace in Love, by Fred Whishaw.  
The Love of Kusan, by Bai Krishna, with an introduction by Victoria Cross.  
The Malberries of Daphne, by Kate Kern.  
A Gentleman of Leisure, by G. P. Wodehouse.  
The Hour of a Maid, by Charles Garvice.  
The Unknown Tomorrow, by William Le Queux.  
The Human Chord, by Algernon Blackwood.  
His Hour, by Elmer Glyn.  
Fallen among Thieves, Stanley Portal Hyatt.  
Madam Mystery, by May Crommelin.  
Pam the Fiddler, by Halliwell Sutcliffe.  
Neighbours Unknown, by Charles G. D. Roberts.  
None other Gods, by Robert Hugh Benson.  
The Doctor's Christmas Eve, by James Lane Allen.  
The Infinite Capacity, by Conno Hamilton.  
The Green Patch, by Baroness Von Hutten.  
This Son of Adam, by G. B. Burgin.  
The Rogue's Helms, by Tom Gallon.  
Pongo and the Bull, by Hilaire Belloc, M.P.  
The Trail of the Axe, by Ridgwell Cullum.

## VICTORIA SKATING RINK,

DES VOUEUX ROAD CENTRAL.

Opposite the Central Market.

GRAND CARNIVAL BALL,

on

TUESDAY, February 28,

from 10 P.M. to 3 A.M.

Tickets 50 each including two tickets for Ladies and 3 coupons for supper.

NUMBER LIMITED TO 250.

Hongkong, November 29, 1910. 1441

## THE EDWARD DISPENSARY,

C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.

MANAGER—CHENG KAM MING

(Late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY

DISPENSED.

PURE DRUGS.

PATENT MEDICINES.

PRICES MODERATE.

62a, Queen's Road Central.

Hongkong, February 9, 1911. 194

## ANOTHER AMERICAN VISIT.

The recent visit of the Commercial Commissioners from the Pacific slope to China is soon to be followed by that of a body of representatives of the Chicago Association of Commerce and of the commercial associations and chambers of the Central West to the Philippines by way of Honolulu. The preliminaries have been arranged, and through the courtesy of President Hill, of the Great Northern Railway, the a.s. Minnesota has been placed at the disposal of the party. The Minnesota will proceed from Seattle to Honolulu and then to the Philippines, calling at Japan on the return trip. If present plans are not revised, it is not improbable, however, that other points in the Far East will extend hospitality to these visitors who represent the commercial potentiality of the great Central West.

The party will be headed by Mr. Homer A. Stillwell, President of the Chicago Association of Commerce, and the head of Messrs Butler Bros., one of the most progressive wholesale dry goods houses in the United States, and will start from Chicago in March next.

The decision of the Chicago Association of Commerce is the result of the interest in Far Eastern trade aroused by the personal effort of Mr. Nind, who was a member of the Seattle party that toured the Orient in 1909. He was especially anxious with regard to the development of Manila as an American distributing centre for the Orient and pledged himself, at a dinner given by the Merchants' Association of Manila to do all in his power to interest the leading businessmen of Chicago in this project.

TOUCHES THE SPOT.  
WHY suffer from pain in the stomach, indigestion, Colic, Cholera and Diarrhoea Remedy goes to the right spot immediately. For cramp colic or diarrhoea it works like magic. For sale by all Chemists and Storekeepers.

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REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS!

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORT with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APOAR LINE.

Proposed Sailings from Hongkong

Steamers from Hongkong	On or about	Connecting at Calcutta with	On or about
JAPAN	Feb. 14th	UMFULT	Mar. 23rd
CATHERINE APOAR	Feb. 20th		
NAMSANG	Feb. 20th		
KUMSANG	Mar. 4th		

For Freight and further particulars apply to

DODWELL & CO., LD., Agents.

## HORNSBY-STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN

COST OF RUNNING ABOUT HALF-A-CENT PER HORSE POWER PER HOUR

OVER 11,000 IN DAILY USE

THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANCE BRITISH EXHIBITION, LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor together with £180 BONUS for exceeding the requirements of the conditions by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES

made by the LIDGERWOOD MANFG. CO.

EXPANDED METAL

FOR REINFORCED CONCRETE, PLASTER-WORK, &c.

Prices, Stock List, and full particulars on application.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & CO., LD., MACHINERY DEPT.

## OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

## JOHN &amp; ROBERT HARVEY &amp; CO., LIMITED,

ESTABLISHED 1770.

The Undersigned have been appointed SOLE AGENTS in Hongkong and South China for the above Company's

WHISKIES.

DODWELL & CO. LTD

INVESTED FUNDS Over £2,000

over £12,000,000. PAID DAILY IN CLAIM.

## THE STANDARD LIFE OFFICE.

\$1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to

DODWELL & CO., LTD., Agents.

## Dr. MacKenzie's

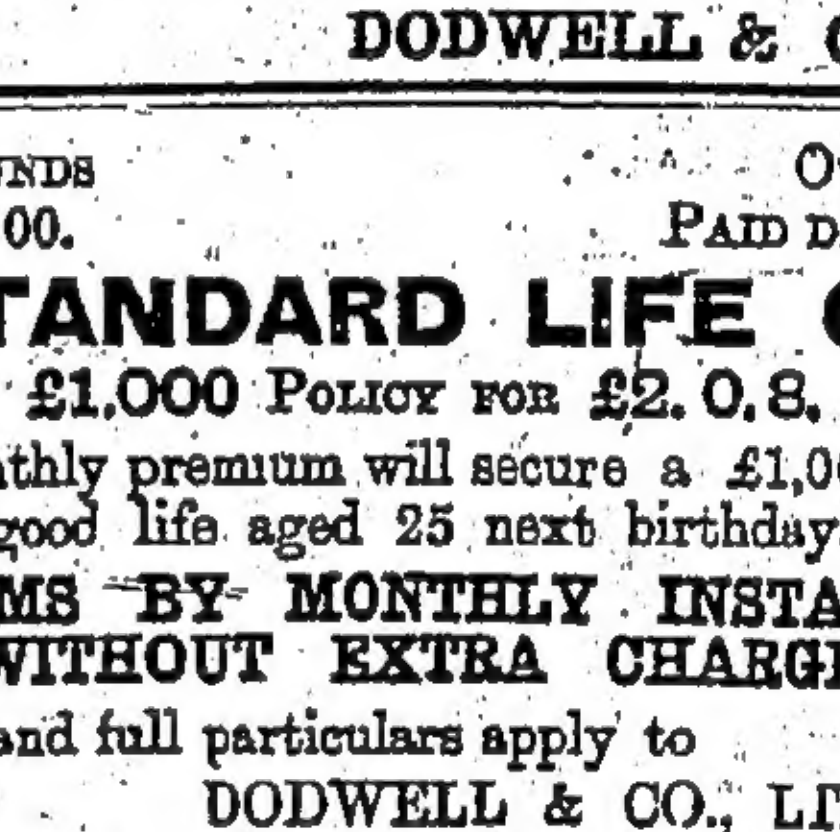
INVALID STOUT.

SPECIALLY BREWED FOR THE EAST

INVALUABLE FOR MOTHERS FEEDING INFANTS.

NUMEROUS TESTIMONIALS FROM MOTHERS TO THIS EFFECT.

Athletes and all persons engaged in outdoor occupations will find this Stout has a marvellously invigorating effect.



AS A NERVE AND TISSUE BUILDER.

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## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 17th Feb.	Freight and Passage.
LONDON, via SUEZ, PORT SAID, PANAMA, COLON, and PORT SAID.	ARCADIA	18th Feb.	See Special Advertisement.
LONDON & ANTWERP.	CANDIA	About 22nd Feb.	Freight only.
SHANGHAI, MOJI, KOBE, and YOKOHAMA.	PALAWAN	About 24th Feb.	Freight and Passage.
LONDON & ANTWERP.	SYRIA	About 25th Feb.	Freight and Passage.

P. &amp; O. S. N. Co. Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S.

## ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.  
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B. (Subject to alteration).  
Connecting with Royal Mail Steamers.

From Hongkong	From St. John, N.B.
• EMPRESS OF JAPAN	• EMPRESS OF IRELAND
SATURDAY, 11th Mar.	FRIDAY, 7th Apr.
• EMPRESS OF CHINA	• EMPRESS OF IRELAND
SATURDAY, 8th Apr.	FRIDAY, 4th May
• MONTEAGLE	• EMPRESS OF JAPAN
TUESDAY, 18th Apr.	FRIDAY, 10th June
• EMPRESS OF INDIA	• EMPRESS OF JAPAN
FRIDAY, 20th Apr.	FRIDAY, 10th June
• EMPRESS OF JAPAN	• EMPRESS OF JAPAN
SATURDAY, 20th May	FRIDAY, 10th June
• EMPRESS OF CHINA	• EMPRESS OF JAPAN
SATURDAY, 10th June	FRIDAY, 7th July

• Empress Steamships leave Hongkong at 7.00 a.m. and Montague at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.  
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above.  
The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,600 tons, speed 15 knots, and are regarded as second to none on the Atlantic.  
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.  
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) ..... £27.10.  
Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.  
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.  
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E.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (steerage intermediate) the accommodation and commissariat being excellent in every way.  
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Via Canadian Atlantic Port ..... £24.  
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For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fetter Street and Praya (opposite Blake Pier).

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## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.  
FOR SWATOW, AMOY & FOOCOW AND RETURN.  
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIJUN	Capt. A. H. Stewart	SUNDAY, 12th Feb., at 10 a.m.
HAIJING	Capt. W. C. Passmore	TUESDAY, 14th Feb., at 11 a.m.
HAIYANG	Capt. A. E. Hodgkin	FRIDAY, 17th Feb., at 11 a.m.

## FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.  
For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

Hongkong, June 23, 1910.

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OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA &amp; SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU &amp; SAN FRANCISCO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL
HENRIK IBSEN	4378	Chr. Smith	February 27.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## SWEDISH EAST ASIATIC CO., LIMITED.

## GOENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	S.S. YEDDO	Middle of February.

For Freight and further Particulars, apply to

Olof Wijk &amp; Co.,

CHINA AGENCIES, AKTIEBOLAG.

TELEPHONE No. 171.  
Hongkong, January 13, 1911

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Only line taking the warm SEVENTH ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	FRIDAY	SAILING DATES
* KOREA	18,000	FRIDAY	16th Mar., at 1 p.m.
* SIBERIA	18,000	FRIDAY	24th Mar., at 1 p.m.
* MANCHURIA	27,000	SATURDAY	31st Mar., at 1 p.m.
* MONGOLIA	27,000	SATURDAY	7th Apr., at 1 p.m.
* KOREA	18,000	SATURDAY	27th May, at 1 p.m.
* SIBERIA	18,000	FRIDAY	9th June, at 1 p.m.
* MANCHURIA	27,000	SATURDAY	24th June, at 1 p.m.
* MONGOLIA	27,000	SATURDAY	16th July, at 1 p.m.

\* Twin Screws. - Via Manila.  
All Steamers are equipped with Wireless Telegraphy.  
The P. M. S. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 10th March, at 1 p.m.

Fares: Hongkong to London £71, 10, 0. Return six months £120

24 months £235; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.  
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Service located in Asia, to European Officials in the service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Service, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

## INTERMEDIATE SERVICE.

Persia	9,000 Tons, FRIDAY,	3rd Mar., at 1 p.m.
China	10,200 " FRIDAY,	31st Mar., at 1 p.m.
Asia	9,500 " FRIDAY,	21st April, at 1 p.m.

The a.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, March 3rd, at 1 p.m.

On the Fine MAIL Steamers, ASIA and CHINA, First Class.

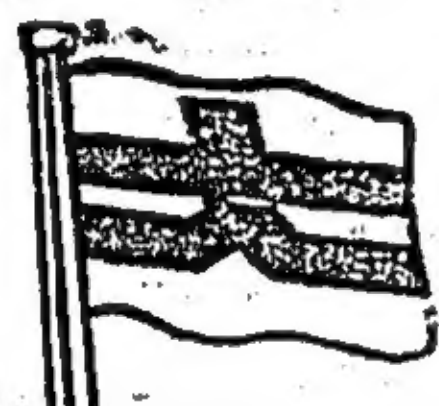
SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports ..... £243.

Hongkong to San Francisco via New York ..... £225.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agents of the Company, Eliza's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED

## SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).  
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.C. & TACOMA, via NAGASAKI, KOBE and YOKOHAMA.	TACOMA MARU,	6,178	Wednesday, 22nd Feb., at Noon.
VICTORIA, B.C. & TACOMA, via SHANGHAI, MOJI, KOBE and YOKOHAMA.	PANAMA MARU,	6,059	Tuesday, 7th Mar., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best staterooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
TAMSIU via SWATOW & AMOY	DAIGI MARU,	SUNDAY, 12th Feb., at 10 a.m.
ANPING, via SWATOW & AMOY	SOSHU MARU,	WEDNESDAY, 15th Feb., at 8 a.m.
SHANGHAI, via SWATOW & AMOY	CHOSHUN MARU,	WEDNESDAY, 15th Feb., at 8 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	PRINZ EITEL FRIEDRICH	(10,000)	WEDNESDAY, 22nd Feb., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	PRINZESS ALICE	(20,500)	WEDNESDAY, 22nd Feb., at Noon.
MANILA, YAP, MARON, NEW GUINEA, BRISBANE, SYDNEY, and MELBOURNE.	PRINZ SIGISMUND	(9,000)	SATURDAY, 25th Feb., at Daylight.
KOBE AND YOKOHAMA.	COBLENZ	(6,750)	ABOUT TUESDAY, 7th Mar.
KUDAT AND SANDAKAN.	BORNEO	(3,500)	End of Feb.

All the steamers of the European Line are fitted with Wireless Telegraphy. New Systems of Refueling.  
For further Particulars apply to

Norddeutscher Lloyd, MELOCHERS &amp; CO. General Agents, Hongkong &amp; China.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	KONGSHING	MONDAY, Feb. 13, at Noon.
MANILA	YUNSHANG	SATURDAY, Feb. 18, at 2 p.m.
TIENSIN	CHEONGSHING	MONDAY, Feb. 20, at Noon.
SINGAPORE, PENANG, and CALUTTA	NAMSANG	SATURDAY, Feb. 25, at Noon.

FOR THE MANILA CARNIVAL FEBRUARY 21st to 28th, 1911.

A SPECIAL REDUCED FARE of \$50 for return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these tickets are exempt from the Head Tax.  
A duly qualified Surgeon is also carried.  
Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newharbour.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.

General Managers.

## CHINA NAVIGATION CO., LD.

## CHINA.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHUNSHAN	Feb. 11, Midnight.
TSINGTAO, WEIHAIWEI & CHEFOO	YUNSHAN	Feb. 12, Daylight.
MANILA, ILOILO & CEBU	SUNGKIAN	Feb. 14, at 4 p.m.
SHANGHAI	ANSHU	Feb. 16, at 4 p.m.

MANILA CARNIVAL—21st to 28th February. Special reduced rate, \$50 return.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTIN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenen, Linnan, Chihhu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Yungking.

FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone No. 85.

## NIPPONYUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	MIYASAKI MARU, Capt. T. Murai, Tons 9000	(WEDNESDAY, 15th Feb., at Daylight)
	WAKASA MARU, Capt. N. Nielsen, Tons 7000	(SUNDAY, 26th February)
	KITANO MARU, Capt. E. Corpe, Tons 9000	(WEDNESDAY, 1st Mar., at Daylight)
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, KAICHI & YOKOHAMA.	AWA MARU, Capt. K. Ishikawa, Tons 7000	(TUESDAY, 28th Feb., at Noon)
	INABA MARU, Capt. K. Kawara, Tons 7000	(TUESDAY, 28th Mar., at Noon)
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. S. Horikoshi, Tons 7000	(SATURDAY, 25th Feb., from KOBE)

SYDNEY & MELBOURNE, via MANILA, Cebu, M. Winkler, Tons 6000, Feb. 17th.  
DAY ISLAND, TOWNSVILLE AND BRISBANE, via MANILA, Cebu, T. Sokane, Tons 5000, Feb. 17th.  
NAGASAKI, KOBE and YOKOHAMA, via MANILA, Cebu, T. Sokane, Tons 5000, Feb. 17th.  
SHANGHAI, MOJI & KOBE, via MANILA, Cebu, T. Sokane, Tons 5000, Feb. 17th.  
EKOBE & YOKOHAMA, via MANILA, Cebu, T. Sokane, Tons 5000, Feb. 17th.  
BOMBAY, via SINGAPORE, COLOMBO MARU, Capt. E. Combes, Tons 5000, Feb. 17th.

Fitted with new system of wireless telegraphy.

Cargo only. \* Carries Deck Passengers. \* Omitting Penang and calling at Genoa.

## PASSENGER SEASON 1911.

Sailings and Passage Rates from Hongkong

Steamers	Tons	Leave H.K.	Rates of Passage, To London, per New Steamer
MIYASAKI MARU	9000	15th Feb.	1st Class \$ 550.00
WAKASA MARU	7000	26th Feb.	2nd Class \$ 350.00
KITANO MARU	9000	1st Mar.	1st Class \$ 550.00
AWA MARU	7000	28th Feb.	2nd Class \$ 350.00
INABA MARU	7000	28th Mar.	1st Class \$ 550.00
TAMIDA MARU	7000	23rd May	2nd Class \$ 350.00
MISHIMA MARU	9000	24th May	1st Class \$ 550.00

To Victoria, B.C. &amp; SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	Rates of Passage, To Pacific Coast Common Ports
AWA MARU	7000	28th Feb.	1st Class \$ 250
INABA MARU	7000	28th Mar.	2nd Class \$ 150
TAMIDA MARU	7000	23rd May	1st Class \$ 250
AWA MARU	7000	23rd May	2nd Class \$ 150

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

## THE CHINA MAIL'S ILLUSTRATED SOUVENIR.

of the British Section of the

Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME.

PRICE 10 CENTS EACH.

Hongkong, Sept. 26 1910.

1127

## THE 'INVER' LINE, LIMITED.

## FOR BOSTON &amp; NEW YORK.

(With Liberty to call at the Malabar Coast)

THE Steamship

INDRADEO,

Captain W. H. Lea, will be despatched as above on 21st inst.

This steamer has excellent accommodation for passengers, electric light, and carries a Doctor and a Stewardess.

For Freight or Passage apply to

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Hongkong, February 1, 1911.

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## Shipping.

## FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

OROZOFF APCAR,

Captain S. H. Belton, will be despatched for the above Ports on MONDAY, the 13th instant, at Noon.

This steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.

(Occupying 20 days).

The Steamers leave about every 3 weeks for Shanghai and Kobe, (Inland Sea) returning via Moji, providing a stay of 5 to 8 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fares for round trip \$120.

For Freight or Passage apply to

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, February 7, 1911.

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## CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER DIRECT.

## THE Steamship KUMERIC.

From Hongkong, on

WEDNESDAY, 15th Feb.

To be followed by

AYMERIO ..... 8th March.

LUIGERO ..... 6th April.

SUVERIO ..... 4th May.

KUMERIC ..... 1st June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States, and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, January 26, 1911.



## Shipping

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1911:  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connection Steamer	Tons	Leave Hongkong	Due Marseilles (London 1 day later)	Due London
ARCADIA	7000	Feb. 18	Malwa	11000	Mar. 18	Mar. 18	Mar. 24
ASSAYE	7500	Mar. 4	Macedonia	10500	Apr. 1	Apr. 1	Apr. 7
MARMORA	10500	Mar. 18	Moldavia	10000	Apr. 13	Apr. 13	Apr. 21
DEVANHA	8000	Apr. 1	Mongolia	10000	May 13	May 13	May 19
DELHI	8000	Apr. 15	Moren	11000	May 27	May 27	Jun. 2
ASSAYE	7500	Apr. 29	Mooltan	10000	June 10	June 10	June 16
DELTA	8800	May 13					

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax)

1st Saloon	£71.10	Single	£106.14	Return
2nd	£48.8		£72.12	

In addition to the above Mail Steamers the following:

## INTERMEDIATE (Non-Transit) STEAMERS

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due LONDON
* SUNDIA	4700 Jan. 25	March 11
* NUBIA	4700 Feb. 8	March 25
* SYRIA	6000 Mar. 8	April 24
* NORE	6700 Mar. 22	May 8
* PALAWAN	4700 April 5	May 22
* BORNEO	4000 April 19	June 5
* SICILIA	6700 May 17	July 3
* SUMATRA	4400 May 31	July 17
* NILS	6700 June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon	£55.00	Single	£82.10	Return
2nd	£38.10		£57.4	

\* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	TOKIN	CHARBONNEL	Feb. 13, p.m.
MARSEILLES, Via Port	OCEANIE	SELIER	Feb. 14, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CON-STANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles. For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
via STRAITS AND COLOMBO;  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

## Outward

For Shanghai, Kobe & Yokohama	
S.S. PLEUSSEN	27th Feb.
S.S. RHEINFELS	12th Mar.
S.S. SENEGAMBIA	22nd Mar.
S.S. SUEVIA	7th April
S.S. BAYERN	20th April
S.S. ARADIA	3rd May

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAM-  
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. Crosby	Manila	Monday, Feb. 20, at 4 p.m.
ZAFIRO	4,000	H. Mainland	Manila	Tuesday, Feb. 23, at 4 p.m.

Special reduced fare of \$50 to Manila and return (No Head Tax). Sailing on 20th February.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Manager

## Shipping

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY.S.S. 'MARMORA'  
10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, Via BOMBAY.  
WILL leave Hongkong on MARCH 18th, 1911, staying  
at Bombay 24 hours only and is due to arrive at  
MARSEILLES... April 15th.  
LONDON... April 22nd.

## FARES TO LONDON

1st Saloon	£71.10	Single	£106.14	Return
2nd	£48.8		£72.12	

For further Particulars apply to

E. A. HEWETT, Superintendent.  
Hongkong, September 1, 1910.

## TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

## PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* AMERICA MARU	11,000	A. G. STEVENS	Friday, Feb. 17, 1 p.m.
* TENYO MARU	21,000	E. BENT	Friday, Feb. 24, 1 p.m.
* NIPPON MARU	11,000	H. S. SMITH	Friday, March 17, 1 p.m.
* CHIVO MARU	21,000	W. W. GREENE	Friday, April 14, 1 p.m.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer 'AMERICA MARU' will be de-patched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 17th February, at 1 p.m.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)  
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

## PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,500	H. NISHI	Tuesday, Feb. 21, 1 p.m.
KUYO MARU	10,500	K. HAMAMOTO	Wednesday, April 13, 1 p.m.
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 p.m.

The Steamer 'KIYO MARU' will be de-patched for VALPARAISO and CORONEL, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANZANILLO, SALINA CRUZ, CALLAO and TQUIQUE, on TUESDAY, the 21st Feb., at 1 p.m.

## FARES FROM HONGKONG.

TO SAN FRANCISCO	£45.00	Single
NEW YORK	£60.00	
LONDON	£71.10	
SALINA CRUZ or MANZANILLO	£125.00	Single
VALPARAISO	£50.00	

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call. To all Points:—Families and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIVO MARU' are fitted with Turbine Engines and Triple Screw. Records speed 24 knots.

Through Bills of Lading issued to North Central and South American Ports. For further particulars apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO.

## MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(Subject to Modification)

STEAMERS	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	Feb. 10	March 4th, at noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.

Agents

## HONGKONG—NEW YORK.

## AMERICAN AND MANCHURIAN LINE.

## FOR NEW YORK, via PORTS &amp; SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. KATUNA... on or about 14th February, 1911.

For Freight and further information apply to

## SHEWAN TOMES &amp; CO.

Agents.

AMERICAN &amp; MANCHURIAN LINE.

Hongkong, January 4, 1911.

## Notices to Consignees

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN  
PORTS & SHANGHAI.

## CONSIGNEES OF CARGO per Steamship

AMERICA MARU.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered SATURDAY, February 11th, 1911, at Noon, will be landed as Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered THURSDAY, February 16th, afternoon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown WEDNESDAY, February 15th, 1911, at 10 a.m.

Bills of Lading must be filed on or before March 9th, 1911, otherwise they will not be recognized.

FRED J. HALTON,

Hongkong, February 9, 1911.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD.

## BREMEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

## PRINZ SIGISMUND.

having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered after the 14th of February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of February, at 9.30 a.m.

All claims must reach us before the 18th of February, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELOERS &amp; CO.

General Agents.

Hongkong, February 7, 1911.

## FROM EUROPE.

## THE H.A.L. Steamship

## SILESIA.

Captain SEIZEN, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered after the 14th of February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of February, at 9.30 a.m.

All claims must reach us before the 18th of February, 1911, or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. Ruyt from Havre.

Ex s.s. Brun from Bremen.

Ex s.s. Kong from Christiania.

Ex s.s. Guedens from Stettin.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, February 6, 1911.

## PACIFIC MAIL STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

## FROM SAN FRANCISCO, JAPAN

## PORTS &amp; SHANGHAI.

## CONSIGNEES OF CARGO per Steamship

## MONGOLIA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered TUESDAY, 7th February, 1911, at 5 p.m., will be landed at owner's risk and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on MONDAY, February 13th, 1911, afternoon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, February 11th, 1911, at 10 a.m.

All claims must be filed on or before March 6th, 1911, otherwise they will not be recognized.

FRED J. HALTON,

Hongkong, February 6, 1911.

## BEN LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP BENLAWERS.

## FROM ANTWERP, LONDON AND

## STRAITS.

## CONSIGNEES OF CARGO are hereby in-

formed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, February 4, 1911.

## THE BANK LINE, LIMITED.

## PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER & SEATTLE,  
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
KUMERIC	6212	G. B. McGILL	16th February.
LUERIC	6300	J. MATTHEW	9th March.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerne" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to

## The Bank Line, Limited.

KING'S BUILDING, PRAYA CENTRAL.

TELEPHONE No. 780.

Hongkong, January 11, 1911.

## AUSTRALIAN COAL.

## STOCKS OF THE FINEST

## STEAM COAL.

## GAS COAL.

## HOUSE COAL.

From the Westwallend and Aberdare Mines (New South Wales) always on hand.

For prices, delivered or ex godown, apply to

## ANDREW WEIR &amp; CO.

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

## Notices to Consignees

## Notices to Consignees

## FROM EUROPE.

## THE H.A.L. Steamship

## SILESIA.

Captain SEIZEN, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered after the 14th of February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of February, at 9.30 a.m.

All claims must reach us before the 18th of February, 1911, or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. Yelo from Danneberg.

Ex s.s. Yare from Antwerp.

Ex s.s. Kibbey from Guehenburg.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, February 9, 1911.



# MacEwen Frickel & Co.

AGENTS FOR

W. & A. GILBEY, Ltd.

WINE MERCHANTS,  
LONDON.

SPANISH PORT

A GOOD FRUITY WINE.

\$12.00 per case.

INVALID PORT

A VERY FINE VINTAGE WINE.

8 Years in Wood.

\$22.00 per case.

84 Port

An Exceptionally Fine

Light Tawny Wine.

12 years in Wood. \$24.00.

SPANISH SHERRY.

A GOOD SPANISH WINE.

\$12.00 per case.

Natural

Montilla Sherry

A Pale, Nutty Sherry,

natural and extremely

light in Alcohol.

9 Years Old. \$22.00.

MANZANILLA SHERRY

A DELICATE DRY WINE.

10 Years Old.

\$22.00.

SCOTCH WHISKIES.

THE PROVOST.

A pure Malt Scotch

Whisky. Choice Quality

and well matured.

\$14.00 per case.

STRATHMILL.

Old Highland

(Glenlivet) Guaranteed

Pure Malt Pot Still

\$19.00 per case.

SPRY ROYAL.

Absolutely the Finest

Pure Malt Pot Still

Scotch Whisky.

Guaranteed

over 10 years old.

\$22.00 per case.

GIN.

OLD TOM GIN

\$10.00 per case.

LONDON DRY GIN

\$10.00 per case.

PLYMOUTH GIN

\$13.00 per case.

These Gins are Distilled

from unmalted Corn, and

highly rectified, and have

the delicate flavour of the

Juniper Berry.

Bottled in London.

LIQUEURS.

Crème de Menthe

Cherry Brandy

Cherry Whisky

Crème de Cacao

Campari

Maraschino

Dezinfestine D. O. M.

Yellow Chartreuse

BURGUNDIES.

Per Case

12.00

18.00

Beaune 16.00 18.00

Pommard 18.00 20.00

These Gins are Distilled

from unmalted Corn, and

highly rectified, and have

the delicate flavour of the

Juniper Berry.

Bottled in London.

Specimen attention given to family requirements.

Can also price list on Application

MacEwen Frickel & Co.,

4 DES VEUVE ROAD.

## To-day's Advertisements

THEATRE ROYAL  
CITY HALL.

HENRY DALLAS

PRESIDENT

THE FOLLIES

BY ARRANGEMENT WITH

H. G. PELLISIER

from the APOLLO THEATRE,  
LONDON.

THE WORLD FAMOUS ENTERTAINMENT

Comprising:

VAUDEVILLES,

BURLESQUES and

PELLISIER'S POTTED PLAYS.

First Visit to Hongkong of this "only

authorised Company of

THE FOLLIES

OUT OF LOND N.

FOR TWO WEEKS ONLY

Commencing

FRIDAY, February 17th.

Box Plan now open at

MOUTRIE & Co.

Prices as Usual.

Manager HARRY H. DOOLIVY.

Hongkong, February 11, 1911. 213

O. R.

MAGISTRACY.

It is hereby notified that a MEETING

of the LICENSING BOARD will be

held in the Council Chamber at 2.15 p.m.

on WEDNESDAY, the 2nd day of Febru-

ary, 1911, for the purpose of considering

the following application under the Liquor

Licences Ordinance, 1898-1909, viz:—

From one LANCE GANEAU for a Publican's

License to sell by retail intoxicating

liquors on premises No. 6, Queen's

Road Central, under the sign of

"The Avon House."

Applicant is at present the holder of an

Adjuvant License on the same premises

known as "As of 100's," Queen's Road

Central.

G. A. WOODOCK,

Secretary to the Licensing Board.

Hongkong, February 11, 1911. 200

DIOCESAN GIRLS' SCHOOL AND

ORPHANAGE.

SCHOOL will RE-OPEN on TUESDAY,

February 14th, at 9 a.m. Boarding

should return on February 20th.

The attention of parents is drawn to the

alteration in the fees for day-scholars, viz:

\$4 p.m. for the Lower School.

\$8 p.m. for the Upper School.

The two lowest classes will be conducted

on Kindergarten lines.

Hongkong, February 11, 1911. 204

PUBLIC AUCTION.

THE Undersigned acting under instructions

from the Administration of the

Canton-Kowloon Railway, Chinese Section,

will sell by Public Auction,

on

THURSDAY,

the 23rd February, 1911, at 2.30 p.m., at the

Victoria Hotel, Shamcen, CANTON.

A VALUABLE COLLECTION OF

CHINESE AND JAPANESE WARE,

SILVER WARE, BRONZE WARE,

&c., &c., &c.

Further particulars may be had from the

Auctioneers.

Catalogues will be issued

On view from the 22nd instant.

Terms:—Delivery to be taken within 24

hours of completion of Sale. Cash on

delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 11, 1911. 202

A FRESH

SHIPMENT

OF

American

Apples.

H. BUTTONEE & SON,

WINE & PROVISION MERCHANTS.

Hongkong, January 20, 1911.

AUSTRIAN

NAVIGATION

COMPANY.

STEAM TO

SHANGHAI, YOKOHAMA, AND

Kobe.

THE Company's Steamship

YORWATER,

Captain P. TASHNER, will leave for the

above places on SATURDAY, the 18th

inst.

This steamer has special accommodation

for Passengers, Electric Light, carries

a Doctor and a Stewardess.

For Freight or Passage, apply to

SANDER, WIELEK & Co.,

Agents,

Princes's Building,

Hongkong, February 11, 1911. 203

## CRIED WITH PAIN OF SKIN ERUPTION

Suffered 12 Months with Eczema.  
Face, Hands and Neck Covered.  
Going Mad with the Irritation.

Got Cuticura Remedies. Found  
Instant Relief and Was  
Completely Cured.

"I suffered for twelve months with bad  
dry eczema. My face, hands and neck were  
covered with large sores. I was very bad  
and I was very bad. I had large patches on my face  
and felt I was going mad with the irritation.  
I went to the hospital for some time and then had  
a doctor at home. At the finish I had to have an  
only doctor. Neither of them gave me medicine,  
only ointment, and it did not do me any good. I  
could not do my housework and had to pay  
to have my face and neck washed. My husband  
thought I would have to go to the infirmary.  
One evening he bought me a box of Cuticura  
and that made it worse. I was crying all the  
time with pain. I could get no relief at all until  
I got a box of Cuticura Ointment. After  
all I tried. I used three boxes of Cuticura  
Ointment and a cake of Cuticura Soap and  
was completely cured. (Signed) Mrs. Alice  
Waters, 30, Ernest Road, Cantoning Town,  
London, E. Jan. 5, 1910.

Cuticura Soap and Cuticura Ointment are  
the most effective skin cures ever sold.  
Throughout the world. Depot: London, 27,  
Catherine Street, W.C. Agents: Hongkong,  
Wong & Co., 11, 13, 15, 17, 19, 21, 23, 25, 27,  
29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51,  
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